San Francisco Bay Conservation and Development Commission
375 Beale Street, Suite 510, San Francisco, California 94105 tel 415 352 3600 fax 888 348 5190
State of California | Gavin Newsom – Governor | info@bcdc.ca.gov | www.bcdc.ca.gov

June 2, 2022

**TO:** Design Review Board Members

**FROM:** Lawrence Goldzband, Executive Director (415/352-3653; larry.goldzband@bcdc.ca.gov)
Andrea Gaffney, Senior Bay Development Design Analyst (415/352-3643; andrea.gaffney@bcdc.ca.gov)
Katharine Pan, Principal Shoreline Development Analyst (415/352-3650; katharine.pan@bcdc.ca.gov)

**SUBJECT:** **Peninsula Crossing (1200 – 1340 Old Bayshore Highway) in the City of Burlingame, San Mateo County; First Pre-Application Review**
(For Design Review Board consideration June 13, 2022)

## Project Summary

### Project Proponents
DW Burlingame Series I Owner, LLC; DW Burlingame Series II Owner, LLC; and DW Burlingame Series III Owner, LLC.

### Project Representatives
Virginia Calkins and Seth Bland, DivcoWest (Project Proponent); Ben Mickus and Same Nunes, WRNS Studio (Architect); Kevin Conger and Justin Aff, CMG (Landscape Architect); Dilip Trivedi, Moffat and Nichol (Shoreline Engineering).

### Project Location (Exhibit 2)
The proposed project site is located in northeast Burlingame, San Mateo County, and includes addresses ranging from 1200 to 1340 Old Bayshore Highway. The site is approximately 12 acres in size and is bounded on the east by a partially submerged parcel abutting San Francisco Bay, to the north by the One Bay Plaza office building and associated parking lots, to the west by Old Bayshore Highway and commercial and industrial development, and to the south by Airport Boulevard. Both Easton Creek and an unnamed remnant tidal channel run west to east across the project site and terminate at a shoreline outlet to the San Francisco Bay.

### Project Overview
The proposed project is a life science and office campus with a public open space area and Bay Trail gap-closure segment. It would include three separate 11-floor life science and/or office buildings totaling approximately 1.46 million gross square feet, and two parking structures with 10 floors above-ground and 2 floors below. Public access improvements would include a new 1,475-foot-long segment of Bay Trail, closing the gap between two existing segments at either end of the site; a public plaza; outdoor seating; picnic area; a discovery/nature play area; natural plantings and open space area; a boardwalk overlook; public bicycle and automobile parking; and enhanced pedestrian and bicycle access throughout the site. The project will also involve raising site elevations approximately 7 feet and installing shoreline protection infrastructure to address future sea level rise conditions according to the City of Burlingame's Zoning Ordinance.


*Figure 1: Project Location*

## Project Site

The majority of the land at this site was once water and historic tidal flats, located near Ssalson, the traditional indigenous homeland of the Ramaytush Ohlone.

The site is designated in the City of Burlingame's 2019 General Plan as Bayfront Commercial, which permits uses such as higher-intensity office and prioritizes public access to the waterfront. The City's vision for the Bayfront neighborhood where the project site is located is "a regional recreation and business destination" with "enhanced parks, natural open spaces, and recreational amenities." Historically, the site has served primarily commercial uses, many of which are related to the nearby airport.

**Existing Conditions (Exhibits 2-5)**

The project site has previously been developed and currently consists of eight 1- to 3-story buildings and asphalt parking lots across multiple parcels, as well as Easton Creek and the remnant tidal channel. The existing structures are occupied by a hotel—a Holiday Inn Express—and other commercial uses. The site includes 550 parking spaces, 424,000 square feet of impervious surfaces, and 119,000 square feet of commercial space.

The portion of Easton Creek on the project site is an engineered canal with grassy banks that transition to rock and mud where the creek meets the Bay. The creek enters the project site from the west through a double box culvert under Bayshore Highway. The creek is currently fenced off from the project site on both sides, although it is still possible to access the creek from the beach on the adjacent bayward property. The smaller remnant tidal channel is also separated by a fence but can still be accessed from the Bay. The channel is dry at low tide but supports wetland vegetation.

The project site is relatively flat with three existing storm drainage outfalls: one outfall on each side of Easton Creek and one outfall north of the existing 1300-1308 Old Bayshore Highway building. Each outfall is directly connected to an existing on-site storm drain structure. Additionally, there is a storm drainpipe at the southern end of the project site that discharges off-site stormwater from Airport Boulevard into a drainage ditch located on the 1200 Bayshore parcel. The drainage ditch conveys stormwater runoff to the tidally influenced wetland area located at the mouth of the tidal channel.

Public access on the project site includes informal access to the adjacent shoreline parcel. It is possible for an individual to walk over vegetation and riprap from most points in the project site down to the shoreline. Additionally, the 1250 Bayshore parcel includes a sidewalk that runs along the shoreline parcel as well as a bench and a small concrete viewing platform. The shoreline along the project site is a mudflat with riprap that can be accessed from the Bay Trail at the northern and southern ends of the site. However, the Bay Trail does not currently extend along the project site and there is no way to cross Easton Creek from the shoreline. The shoreline parcel itself is under separate ownership and is not a part of the project site.

**Site Access (Exhibit 4)**

The project site is accessed by U.S. Highway 101 (US-101) to the west, with highway exits and entrances leading directly to Old Bayshore Highway and the project frontage. Local access is also provided via Broadway and Airport Boulevard. The nearest Caltrain station is the Broadway station approximately 0.33 miles south of the project site on Broadway at California Drive. The closest Bay Area Rapid Transit (BART) station is Millbrae Station (an intermodal station that also has Caltrain service), approximately 1.5 miles west of the project site near the intersection of Millbrae Avenue and El Camino Real in the City of Millbrae. San Francisco International Airport is approximately 1.2 miles northwest of the project site. An approximately 10-mile segment of the Bay Trail terminates at the northeastern corner of the project site. To the south of the project site the Bay Trail runs continuously along the shoreline for approximately 15 miles to the San Carlos Airport.

**Social and Environmental Context**

The Commission has developed a Community Vulnerability Mapping Tool to help inform its analysis of how socioeconomic indicators and contamination burdens contribute to a community's vulnerability to climate changed. The mapping tool collects information at the level of Census blocks, and is used by the Commission Staff to help identify certain Equity Priority Communities. These communities include those disproportionally affected by environmental pollution and hazards that can lead to negative public health effects, exposure, or environmental degradation, and those with higher concentrations of people with socioeconomic characteristics indicative of a higher degree of social vulnerability.

According to the mapping tool, the project site is located within a 2020 Census block group (estimated population of 2,454 people) identified as having "low social vulnerability" and "lower contamination vulnerability." The social vulnerability indicators in the 70$^{th}$ percentile are renters and people who are not U.S. citizens. The contamination vulnerability associated with this area is related to potential groundwater contamination, impaired water bodies, and proximity to solid waste and hazardous waste facilities.

## Proposed Project

**Life Science/Office Buildings and Parking Structures (Exhibit 6, 9-11)**
The proposed project would elevate the existing site approximately six to seven feet above existing grades and construct three separate life science and/or office buildings each with 11 occupiable floors with building heights up to 187 feet above the proposed grade. The project building area would total approximately 1.46 million gross square feet. The life science/office buildings would be designed with Core and Shell infrastructure suitable to support life science tenants, but could be built out for either life-science use or professional office, or a combination thereof. The program also includes various amenities and 5,000 square feet of public café/restaurant space in the South Building.

Parking would be provided on-site in two parking structures, one south of Easton Creek between the South and Center Buildings and a second north of the North Building. The structures are proposed as 12 floors (two below-grade), where each structure would be 114.5 feet above the proposed grade and include approximately 1,780 stalls. Forty parking spaces in the south parking structure would be public, dedicated to restaurant/café and Bay Trail and recreational users. A total of 353 electric vehicle (EV) charging spaces would be provided. This total includes 25 ADA-accessible spaces to be provided per the California Building Code. The parking structures would also provide approximately 527 long-term bicycle parking spaces for building tenants.

All buildings would have textured façades and glass walls on the ground floor uses. This approach, combined with the various active programs behind the ground- and second-level façades, is intended to activate the ground plane of the project site.

**View Corridors (Exhibit 18)**
The structures have been sited to provide view corridors from Old Bayshore Highway and adjacent areas to the Bay with the open spaces along the Bay, Easton Creek and other view corridors.

**Public Access and Open Space (Exhibits 16-17)**
The project proposes improvements along the shoreline and Easton Creek as the primary public access and open spaces of the project. The improvements are organized geographically as Shoreline North, Easton Creek, Shoreline South, and South Gateway – the Airport Boulevard Entry Plaza. A new 1,475-foot-long segment of Bay Trail is proposed to connect the existing trail segments on either side of the project site. The concept plan includes natural plantings and generous public gathering spaces to accommodate a wide variety of uses. A total of 215,000 square feet of landscaped area and open space would be provided with the project. Approximately 41 percent of the site would be landscaping/open space. Public art and interpretive signage would be incorporated into the open space areas.

1. **Bay Trail (Exhibit 15)**
   The proposed Bay Trail segment would connect to existing segments at the northern and southern ends of the site and run along the eastern edge of the project site. Grade transitions to the existing Bay Trail would be 4.5-percent maximum slope and consist of a minimum 18-foot-wide concrete path.

   Proposed widths for the Bay Trail as it travels through the site vary between 16 and 18 feet in different locations. Trail infrastructure would include a new bridge across the mouth of Easton Creek, designed to avoid the need to place piles or columns within the creek or on its lower banks. Throughout the site, the trail provides access to smaller east-west pathways, recreational facilities, and other amenities, as described below.

2. **Shoreline North (Exhibits 23-24)**
   This area contains the portion of the project site north of Easton Creek and includes the Bay Trail, shoreline access, and recreational and gathering facilities. The new Bay Trail would connect to the existing Bay Trail segment at the northern end of the area where it will be marked by wayfinding signage. Additionally, it will connect to a bicycle/pedestrian route between the North Parking Structure and Building 2 and the pedestrian path along Easton Creek, both of which lead to Old Bayshore Highway. North of Easton Creek, an accessible path would lead to the shoreline, with stepped seating at a shoreline overlook. Wayfinding and interpretive signage would be provided to direct visitors to the shoreline access. Picnic areas would be provided on the western side of the trail, next to Building 2. A bicycle share/bike repair facility would be provided at the North Parking Structure.

3. **Easton Creek (Exhibits 24-26)**
   The project would include a number of improvements around Easton Creek, including plantings and public access amenities. Public access paths would run along the creek on both sides, as well as on top of the culvert. The 8-foot-wide paths would connect to Old Bayshore Highway on the western side of the project site, and to the new Bay Trail segment on either side of the bridge spanning the creek. A number of public seating areas are proposed along the path overlooking the creek. A terraced amphitheater seating area is also proposed on the south side of the creek that would be accompanied by interpretive signage. Public bicycle parking would be provided in two locations along the path, which is planned as a bicycle dismount zone.

4. **Shoreline South (Exhibits 21-22)**
   This area contains the portion of the project site between Easton Creek and the South Gateway. It includes the Bay Trail, recreational features, and natural open space. From the Bay Trail, visitors could access an 8-foot-wide boardwalk overlooking an enhanced natural area, with interpretive signage and a view of the Bay shoreline below. The boardwalk would connect back to the Bay Trail at a discovery/natural play area marked with wayfinding signage. A fitness feature would be provided on the opposite side of the trail from the play area. A public seating terrace would be provided along the east-facing wall of Building 3. Public bicycle parking would be provided in this area outside of Building 3. A pedestrian/bicycle path would be provided between the South Parking Structure and Building 1 to connect between the Bay Trail and Old Bayshore Highway.

5. **South Gateway – Airport Boulevard Entry Plaza (Exhibits 19-20)**
   The South Gateway is proposed to serve as an entryway to the project site from both the existing Bay Trail to the south and the Airport Boulevard and Old Bayshore Highway intersection. The gateway includes an entry plaza with public seating and connects to the Bay Trail for further circulation to the rest of the site. The Bay Trail itself enters the project site at the southwest corner of the South Gateway area, before following around the edge of the enhanced tidal channel. At the tidal channel, the trail provides access to a terraced seating area with interpretive signage overlooking the channel. Moving north from the entry plaza, the gateway would lead to the public café in Building 1 and outdoor café seating. Landscaping and wayfinding signage would be provided at the entry plaza and the Bay Trail entryway.

6. **Open Space and Landscaping (Exhibits 27-29)**
   A total of 215,000 square feet of landscaped area and open space would be provided under the project. Landscaping would be provided throughout the project site, with open space areas surrounding Easton Creek and the unnamed remnant tidal channel and overlooking the shoreline frontage.

   The primary understory planting throughout the project site would consist of drought-tolerant native and climate-adapted woody shrubs, herbaceous perennials, and evergreen perennial grasses. The backbone of the understory planting would be evergreen native woody shrubs adapted to Bay shore conditions, such as ceanothus, manzanita, toyon, and coyote bush.

   Plantings would also include native and drought-tolerant bunch grasses appropriate to the Bay shore upland, along with native flowering perennials such as yarrow, Pacific Coast iris, and coast buckwheat. Along Old Bayshore Highway and adjacent to building lobbies and entries, Mediterranean climate-adapted shrubs and grasses, such as dwarf European olive and lomandra, may be deployed in simple mass planting to accentuate transitions from public to private space. Trees would be selected for drought- and wind-tolerance. Shelter and wind exposure would be a key factor in tree selection and layout. California natives, such as Monterey cypress and coast live oak, would be selected wherever possible, but coast-adapted species, such as New Zealand Christmas tree and strawberry tree, would also be considered.

7. **Public Art and Signage (Exhibit 30)**
   Public art, wayfinding, and interpretive signage would be incorporated into the open space areas.

**Sea Level Rise and Flood Control Improvements (Exhibits 11-13)**

1. **Existing Site Elevations**
   The project site is within designated Federal Emergency Management Agency (FEMA) Special Flood Hazard Areas (SFHA), meaning that it currently has a 1-percent annual chance of flooding. FEMA flood insurance mapping shows the site in both Zone A and Zone AE as of 2019. Base Flood Elevations (BFEs) at the project site are +11 feet NAVD88 along the shoreline and +10 feet NAVD88 along Easton Creek.

2. **City of Burlingame Zoning Requirements**
   The project site is subject to the City of Burlingame's Zoning Ordinance (Public Access, Flood and Sea Level Rise Performance Guidelines). The ordinance references the City of Burlingame Map of Future Conditions, which establishes requirements for new construction within the Commercial and Industrial Zoning Districts within an identified Sea Level Rise Overlay Area. For the project site, the map indicates that the lowest building finished floor elevation (FFE) shall be at least 3 feet above the FEMA BFE at the time a project application is complete. Additionally, because the project has frontage on San Francisco Bay, new construction at the site must include shoreline infrastructure, the top of which shall be at an elevation 6 feet above the FEMA BFE.

3. **Site Improvements**

The proposed FFE for the project's new buildings is about +16 feet NAVD88, which exceeds the City's requirement by 3 feet. The project would also include shoreline infrastructure with a top elevation of +17 feet NAVD88 along the Bay shoreline and +16 feet NAVD88 along Easton Creek to comply with the Zoning Ordinance.

While the project would raise site elevations out of the SFHA at the time of completion, the project proponent assumes that, with rising sea levels, the site would eventually fall back into a designated SFHA. Therefore, the shoreline infrastructure for the proposed project is being designed to meet FEMA's levee requirements. Design documents, construction plans, and specifications for the shoreline infrastructure would be stamped by a registered professional engineer retained by the project applicant and submitted to the City. The project applicant would also comply with Municipal Code requirements for preparation of land surveys and real estate disclosures.

The project includes the following shoreline improvements and other features relevant to sea level rise and flooding:

a. Sea level rise and flood protection, including earthen berms, sea walls, flood walls, riprap slopes, settlement mitigation, and geotechnical provisions for seismic stability of the shoreline and along Easton Creek.

b. Approximately 260 linear feet of "soft" or "living" shoreline where feasible, including shoreline grading and planting that allows tidal influence in both current and future sea level conditions. Where wider areas exist between building faces and the property line on the Bay side, more gradual shoreline grading, planted earth benches, and riprap would be combined to allow for future tidal influence and shoreline resilience. The lower elevations and more gradual shoreline slopes in this zone, positioned only slightly above current base flood elevation, will allow for future sea level rise-related flooding and the associated adaptation and migration of plant communities over time. Proposed vegetation, consisting of upland marsh, coast grassland, and coastal scrub, will be tolerant of saline conditions. Plans for the living shoreline will be further developed in conjunction with the biologists and shoreline engineers that are part of the project design team.

c. Grading and placement of fill for the South Entry Plaza would occur at Old Bayshore Highway to bring the entry plaza to road grade at about +17.5 feet NAVD88, with stepped amphitheater seating and earthwork slopes returning this elevation to the grade of the existing tidal marsh. This fill is specifically to support public engagement and increased access to the site and bayfront.

d. Enhancement of existing tidal marsh, including native plantings. Grading would achieve moderate slopes from the marsh up to the entry plaza and Bay Trail.

Additionally, the project site is currently served by an existing City storm drain system associated with Old Bayshore Highway and two existing outfalls along Easton Creek. The project would replace the two existing outfalls with new outfalls. On-site stormwater would be captured and treated prior to discharge to the storm drain. Peak stormwater discharge flows leaving the project site would not exceed pre-project conditions.

**Community Engagement**
The project proponent has begun a community outreach process involving local organizations and organizations focused on recreation, walking and bicycling, and conservation.

Thus far, the project team has made some adjustments to the project design based on feedback from the outreach program. Based on transportation-related comments, the project proponents plan to fund a publicly available shuttle to provide a free connection to Millbrae BART and the Caltrain station, as well as bicycle amenities, such as parking, bikeshare, and repair facilities, on site. Environmental stakeholders provided comments that resulted in separation between the wetlands and the human activity areas, as well as bird safety criteria for the project's buildings. Community members and City staff provided comments that influenced the selection of recreational opportunities, including play areas, picnic areas, and fitness equipment, as well as an entryway plaza design that could potentially support local events.

**Approval and Construction**
The application for this project was submitted to the City of Burlingame in March 2022. The City, as the Lead Agency, has begun its environmental review of the project and anticipates certification of the Final Environmental Impact Report in spring of 2023. A construction schedule has not been set; however, the project proponents expect to begin construction as soon as all necessary permits and approvals have been received.

## Commission Plans , Policies, and Guidelines

**San Francisco Bay Plan Policies**
The *San Francisco Bay Plan* (Bay Plan) contains a number of policy sections relevant to the design of the public access areas for this project, including the sections on Environmental Justice and Social Equity; Climate Change; Shoreline Protection; Public Access; and Appearance, Design and Scenic Views.

The Bay Plan's Environmental Justice and Social Equity Policy 3 states that "equitable, culturally-relevant community outreach and engagement should be conducted by local governments and project applicants to meaningfully involve potentially impacted communities for major projects and appropriate minor projects in underrepresented and/or identified vulnerable and/or disadvantaged communities," and "evidence of how community concerns were addressed should be provided." The project site is not within an area identified by BCDC's Community Vulnerability Mapping Tool as having high social vulnerability; however, the project team has a public outreach program to engage with local advocates on the project's design and has begun incorporating feedback into the project.

The Bay Plan's Climate Change Policies state that projects "should be designed to be resilient to a mid-century sea level rise projection. If it is likely the project will remain in place longer than mid-century, an adaptive management plan should be developed to address the long-term impacts that will arise based on a risk assessment using the best available science-based projection for sea level rise at the end of the century" (Policy 3), and that "wherever feasible and appropriate, effective, innovative sea level rise adaptation approaches should be encouraged" (Policy 5). The project is located in an area anticipated to be affected by rising sea levels in the future. It includes finished elevations of +17 feet NAVD88 and shoreline infrastructure to address potential vulnerabilities in compliance with the City of Burlingame's Zoning Code.

The Bay Plan's Shoreline Protection Policy 1 states that "new shoreline protection projects… should be authorized if: (a) the project is necessary to provide flood or erosion protection for… proposed development, use or infrastructure that is consistent with other Bay Plan policies; (b) the type of the protective structure is appropriate for the project site, the uses to be protected, and the causes and conditions of erosion and flooding at the site; (c) the project is properly engineered to provide erosion control and flood protection for the expected life of the project based on a 100-year flood event that takes future sea level rise into account; (d) the project is properly designed and constructed to prevent significant impediments to physical and visual public access; (e) the protection is integrated with current or planned adjacent shoreline protection measures; and (f) adverse impacts to adjacent or nearby areas, such as increased flooding or accelerated erosion, are avoided or minimized." The project includes shoreline protection infrastructure to provide flood protection under future sea level rise conditions; however, it has not yet been fully evaluated to determine whether it could result in negative impacts to public access or nearby shoreline areas. Additionally, Policy 5 states that "all shoreline protection projects should evaluate the use of natural and nature-based features." The project includes "soft" or "living" shoreline infrastructure components in some areas where they are deemed feasible. It is unclear if the project has taken into consideration the combined flood impacts from both fluvial and tidal events along Easton Creek and the tidal channel.

The Bay Plan's Public Access policies state that "maximum feasible access to and along the waterfront and on any permitted fills should be provided in and through every new development in the Bay or on the shoreline" (Policy 2); that "public access improvements provided as a condition of any approval should be consistent with the project, the culture(s) of the local community, and the physical environment, including protection of Bay natural resources" (Policy 8); and that "access to and along the waterfront should be provided by walkways, trails, or other appropriate means" (Policy 10). The project would provide public access along the shoreline, including Bay Trail infrastructure that would close a gap in the trail.

Public Access Policy 5 states that "public access that substantially changes the use or character of the site should be sited, designed, and managed based on meaningful community involvement to create public access that is inclusive and welcoming to all." The project team is incorporating a public outreach program into its design process.

Public Access Policy 6 states that "public access should be sited, designed, managed and maintained to avoid significant adverse impacts from sea level rise and shoreline flooding." The project includes sea level rise adaptations, including raised elevations and shoreline infrastructure, to address future sea level rise vulnerabilities.

The Bay Plan's Appearance, Design and Scenic Views policies state that "all bayfront development should be designed to enhance the pleasure of the user or viewer of the Bay" (Policy 2), and that "views of the Bay from vista points and from roads should be maintained by appropriate arrangements and heights of all developments and landscaping between the view areas and the water" (Policy 14). The project team has made efforts to design the project's structures and landscaping to preserve and enhance views of the Bay.

As shown on **Bay Plan Map No. 6**, the project site does not have a priority use designation. However, the Map includes a Commission Suggestion for the Burlingame area to "[p]repare precise plan and development program for the waterfront; include continuous public access to the Bay shoreline for viewing and fishing. Some fill may be needed."

**Public Access Design Guidelines**

The *Public Access Design Guidelines* state that public access should feel public, be designed so that the user is not intimidated nor is the user's appreciation diminished by structures or incompatible uses, and that there should be visual cues that public access is available for the public's use by using site furnishings, such as benches, trash containers, lighting, and signage. The *Public Access Design Guidelines* further state that public access areas should be designed for a wide range of users, should maximize user comfort by designing for weather and day and night use, and that each site's historical, cultural, and natural attributes provide opportunities for creating projects with a "sense of place" and a unique identity.

The project is designed with gateways and site access connections to indicate that public access is available and easily accessible. Signage would be provided to help direct visitors through the site, and public amenities such as seating and play areas are provided throughout the site. Because a portion of the project is dedicated for private use, the project will need to minimize any potential conflicts between public and private users. Additionally, more information is required about the project's finished environment—including wind and shadow conditions—to understand whether the project maximizes public access usability under different climate conditions.

The *Public Access Design Guidelines* also provide guidance that projects should provide visual access to the Bay and shoreline by organizing development to allow Bay views and access between buildings, and siting projects so that they enhance and dramatize views of the Bay; enhance the visual quality of the Bay and shoreline by providing visual interest and architectural variety while complementing the appearance of the Bay and adjacent development; and take advantage of the Bay setting by orienting projects towards the Bay and orienting public access areas to take advantage of views of opposite shores and landmarks. The project is located along the Bay shoreline and includes a number of 10- and 11-floor structures. The project team has worked to create view corridors through the site and uses variation in the design of the Bay Trail and public access amenities. However, there may be additional ways for the project design to enhance Bay views and take advantage of the shoreline location.

The *Public Access Design Guidelines* further state that projects should provide connections along the shoreline by incorporating the Bay Trail and promoting safe pedestrian and bicycle access. The project includes a Bay Trail connection and a network of bicycle and pedestrian circulation routes. The project is located such that it provides potential connections to regional public transit systems and major routes in the roadway network, including Old Bayshore Highway and Highway 101. Through the Bay Trail, the project will also be connected to a number of public access areas along the shoreline.

The *Public Access Design Guidelines* also urge that projects should ensure that public access is compatible with wildlife through siting, design, and management strategies. The project involves some enhancement of Easton Creek and the tidal channel and associated wetland, which could improve the habitat and attract wildlife to the site. The project has already created a separation between the tidal channel and the public access area. However, it will need to consider whether there are other potential conflicts between the natural spaces being created on-site and the extensive public access programs being proposed, including upland migration space and night lighting from the buildings.

## Board Questions

Staff recommends the Board frame its remarks of the proposed public access improvements considering the proposed development project. The Board may wish to refer to the public access objectives found in the Commission's Public Access Design Guidelines. Additionally, please provide feedback on the proposed public access improvements with respect to the Commission's policies on sea level rise, and environmental justice and social equity.

The seven objectives for public access are:

1. Make public access **PUBLIC**.
2. Make public access **USABLE**.
3. Provide, maintain, and enhance **VISUAL ACCESS** to the Bay and shoreline.
4. Maintain and enhance the **VISUAL QUALITY** of the Bay, shoreline, and adjacent developments.
5. Provide **CONNECTIONS** to and **CONTINUITY** along the shoreline.
6. Take advantage of the **BAY SETTING**.
7. Ensure that public access is **COMPATIBLE WITH WILDLIFE** through siting, design, and management strategies.

Staff also has the following specific questions for the Board's consideration:

1. How does the project proposal result in public spaces that "feel public," and does the project proposal allow for the shoreline to be enjoyed by the greatest number of people?
2. Are there additional improvements that could improve the public access experience along the shoreline and the creek?
3. Are the public access areas appropriately designed to be resilient and adaptive to sea level rise in balance with ensuring high-quality public access opportunities?